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REPORT NO.

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## INFORMATION REPORT

COUNTRY USSR (Saratov Oblast)

DATE DISTR. 6 MAR 50

SUBJECT Saratov - Yelshanka Avtobaza (Tractor Repair Shop) and RMC Machine Shops

NO. OF PAGES 3

25X1C

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INFO.SUPPLEMENT TO  
REPORT NO.

25X1X

**"Avtobaza" Tractor Repair Shop**

1. The tractor repair shop is located approximately 10-12 km. west of the center of Saratov, on the north side of the highway Saratov-Atkarsk, just before the highway bridge over the main Saratov-Atkarsk railway line.
2. The work shop is a rather old installation, probably established before World War II, which after 1945 added several new buildings and, among other things, built the cupola furnace installation in the northeast corner of the main workshop.
3. The size of the installation area is estimated to be approximately 400x200 m. The area is entirely built-up; hence, installation expansion is only possible to a limited extent.
4. The management of the industry is under the control of a Soviet called Romankin. He always wore civilian clothes. Officers in uniform, who, as far as the informant could determine, issued orders and had the finished material delivered, did appear often in the compound.
5. Technical equipment of the workshop was reported to be modern and very efficient. The work benches were equipped principally with good German material. Metal-working machines of American make were nearby; and, during the time Lend-Lease was in effect, there were extensive deliveries of American material. From German firms, the names "Linde" and "Glass" were especially in evidence. The Soviet workbenches on hand were not especially prized by the local workmen.
6. The workshop is a building divided into several parts, approximately 120x40 m. in size, which contains the following sections: to the west, the motor-testing room where finished tractor motors are tested; and on the east side of the shop, a forge. An unusual amount of forging has to be done in the workshop. The section of the building to the south is filled with workbenches and is actually the machine shop. North of this installation, in an addition built after 1945, is the cupola furnace installation, used for recasting of cast parts.

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## CENTRAL INTELLIGENCE AGENCY

- 2 -

25X1X

7. Production. [ ] noticed that the factory was concerned with the repairing of old tractors as well as the production of new ones. The chassis of a caterpillar tractor was made into a large semitrailer. The repairing of steam shovels and other quite large machines was also done. Tractor repairs were concerned primarily with the motor. Some of the spare parts for tractors are newly cast in the factory, and some are obtained from the nearby tractor factory, Saratov<sup>2</sup> No. 306, which is located on the same road but should be more in the direction of the city outskirts. The delivery of spare parts for the repairing of military vehicles appears to be chiefly from Factory No. 306. About 4-6 tractors are overhauled per month. More important by far is the production of a new chassis for semitrailers of prime movers. They are very heavy chassis and underparts, which run on caterpillar tracks and are driven by 8 rollers on each side. The rollers and the caterpillar tracks reportedly correspond exactly with the driving parts which are being used in tank type T-34. The rollers and caterpillar tracks are also obtained from the Lenin<sup>2</sup> Factory No. 306. The finished chassis underparts are delivered to the Soviet armed services. Their delivery is made by heavy tractors. The axles, always 15 cm in diameter, are made in the Avtobaza. Deliveries are made to military posts. Production capacity is comparatively limited. Production of such chassis hardly ever exceeds 4 per month.

8. Personnel is estimated to consist of 150 men. The work is divided in 2 shifts of 8 hours each.

RMC Workshops

9. The RMC workshops are located very close to the Avtobaza tractor repair installation and are separated from the latter by a lumber yard with sawmill. It is on the north side of the road, east of Avtobaza, a few hundred meters farther towards Saratov. The distance from here to the center of the city can be estimated at 10-12 km. It is about 1000 m. from here to the street car stop, where the sparsely built-up city limits begin.

25X1X

10. [ ] reports that the building of the installation was probably begun in the winter of 1946/47. In August 1948, the buildings were finished in the rough; in 1949, they were covered with roofs with hundred-weight concrete plates (Betonplatten). Equipment was being installed by the summer of 1949 and the shops were scheduled to be in operation by winter of the same year at the latest. The main shop of the installation is reported to be one of iron construction which was dismantled in Germany.
11. The size of the factory area is approximately 800x400 m. The area is closely built up in the west. There are still wide vacant areas in the eastern section which apparently are to be used later for storage of raw materials and old iron.
12. The most important buildings of the installation are:
- Main Workshop, approximately 150x60 m, is located in western part of factory area. At the time of the informant's departure (August 1949) new machinery was being installed. Foundations 6 m. deep were of solid concrete for the heavy pneumatic hammers. Outside, on both sides, tracks are laid for the bridge-crane, which is equipped with a (crane trolley ~~Leiftakze~~) moving along the entire width of the shop. Two railroad tracks with turn-tables at each end of the shop will assure a rapid dispatching of freight cars. The machinery ready to make the assembly is located in the southern part of the shop.
  - The boiler house is opposite the workshop in the eastern half of the factory. Three old engine boilers have been set up here to provide steam. It is apparently not intended to produce electric current here.

CENTRAL INTELLIGENCE AGENCY

- 3 -

- c. Two garages are in the factory area, one in the northwest corner and the other somewhat north of the boiler house. A small repair shop is attached to the garage near the boiler house.
- d. The Administration is situated in a special building south of the large workshop. Close by is another small workshop, which was still used in summer of 1949 for storage of building materials, principally cement. South of the administration and material storage area are old iron and armored tank parts. North of the large workshop is a rather large tool shed; tools were given out here to PWs who were engaged in construction work. About 150 m east of the boiler house, in the far eastern part of the factory area, is an underground fuel reservoir.
13. The type of product to be manufactured in this factory is not known. The installation appears too large to be a repair shop. It is possibly a metal working industry which is concerned with the production of spare parts in connection with the production of the Lenin Factory.

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Comment: Possibly the Saratov Lenin Factory No. 306.

Attachment: Sketch of the Avtobaza and the RMU Workshops

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